



# ANNUAL REPORT

## Fiscal Year 2002





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October 1, 2001 - September 30, 2002  
Pursuant to Public Act 348 of 1988

November 15, 2002

*Prepared by the*  
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November 15, 2002

As administrator of the Truck Safety Fund, it is a pleasure to present this summary of activities conducted by the Michigan Truck Safety Commission during state fiscal year 2001.

The Michigan Truck Safety Commission has established an outstanding tradition of providing quality, truck driver safety education programs; innovative research; high-profile public information campaigns; and, enhanced enforcement of the motor carrier safety laws. All of these achievements are focused on the goal of encouraging passenger car and heavy truck drivers to share the road more safely.

Among the Commission's many accomplishments in FY 01, are the following: renewal of the long-range strategic plan; production of a new video to assist young drivers in sharing the road safely; completion of a calendar to address fatigued and distracted driving through a new partnership with the federal highway safety program; and, support of a quarterly law enforcement bulletin. Details about these and other significant events are contained in this report.

We salute the Commission members, the employees of the Michigan Center for Truck Safety, the Michigan State Police Motor Carrier Division, and the trucking industry, who have made this program one of the most effective and unique in the nation. And, we look forward to many more years of providing safer travel for passenger vehicle and truck drivers throughout Michigan.

BETTY J. MERCER  
Division Director  
Office of Highway Safety Planning  
Michigan Department of State Police

## **Introduction**

The Michigan Truck Safety Commission (MTSC) is unique, the only organization in the nation dedicated to commercial truck driver education and training supported not with tax dollars but solely by the industry it serves. What was born of modest beginnings has grown to become a renowned safety advocate for the state's trucking industry.

The 11-member Commission meets bimonthly. The Commission conducts an annual planning session where the goals and objectives for the next year are established.

Funding is provided by the Truck Safety Fund, established by Public Act 348 of 1988, and administered by the Office of Highway Safety Planning, a division of the Michigan Department of State Police.

A large portion of the Fund is used to support truck driver safety education programs. These programs are housed at the Michigan Center for Truck Safety which is located at 1131 Centennial Way, Lansing, Michigan 48917 (phone 517/321-1955 or toll-free 800/682-4682). The Upper Peninsula branch office is located at 1401 North 26<sup>th</sup> Street, Suite 219, Escanaba, Michigan 49829-2500 (phone 906/789-7657 or toll-free 800/469-7364).

## **Mission Statement**

*“To improve truck safety by providing Michigan’s trucking industry and the citizens of Michigan with effective educational programs, and by addressing significant truck safety issues.”*

# ***2002 MTSC COMMISSIONERS***

***CAPT. ROBERT R. POWERS, CHAIRMAN***

**Michigan State Police  
Motor Carrier Division**

***PATRICK J. PARKER, VICE-CHAIRMAN***

**Parker Motor Freight, Inc.  
Michigan Trucking Association**

***BETTY JEAN AWREY***

**Michigan Transportation Commission**

***ROGER BARENSE***

**Steelcase**

***JERRY BASCH***

**Representing the General Public**

***BETTY J. MERCER***

**Michigan State Police  
Office Of Highway Safety Planning**

***HON. CANDICE S. MILLER***

**Michigan Secretary Of State**

***MARY ELLEN SHEETS***

**Two Men And A Truck**

***WILLIAM TAYLOR, Ph.D.***

**Michigan State University**

***JOHN THEROUX***

**Lansing Community College**

***GORDON L. VORCE***

**Heart Truss**

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## **MICHIGAN CENTER FOR TRUCK SAFETY**

The day-to-day operation of the educational programs sponsored by the Michigan Truck Safety Commission is accomplished through the Michigan Center for Truck Safety. The Center is operated through a grant to the Michigan Trucking Association (MTA) and housed at a facility in Lansing.

The Center serves as a focal point for truck driver training and educational programs. The Center's staff consists of a project director, two safety specialists, communications specialist, management specialist, clerical assistant and an information associate. The facility contains space for administrative offices, storage and a conference/training room. Additionally, the Center's Upper Peninsula office in Escanaba consists of a safety specialist and a management specialist. Training programs and safety reviews are conducted virtually every day. Use of the facilities is made for training programs and meetings.

The Center partners with Eaton Corp. to operate the Michigan Center for Decision Driving (MCDD) in Marshall, MI. MCDD provides hands-on advanced truck driver training which involves various maneuvers using the facility's skid pad and modular classroom. The Center contracts with the Eaton Corp. on a per student basis for training and all aspects of the facility's use. A new five-year contract was signed with Eaton in FY02. During this fiscal year, 2,606 drivers completed the program at the Marshall facility.

The Center also runs the Upper Peninsula Decision Driving Course (skid pad/classroom) primarily from December through April at the Upper Peninsula State Fairgrounds in Escanaba. However, in FY02, the Center started offering some year-round training. This year, 189 drivers completed that program.

## **TRAINING**

The Center's Mobile Classroom—a tractor-trailer converted into a classroom—provides on-site training for Michigan's trucking companies. The Mobile Classroom can seat 23 students and training is provided on a variety of safety topics. The total drivers trained in the Mobile Classroom for FY02 was 651.

The Center's Driver Performance Measurement (DPM) program is a one-on-one driver assessment performed on a predetermined route. In FY02, 127 drivers completed DPM courses.

The Center also had approximately 45 drivers complete the DPM – Step II program at Baker College in Owosso and Saginaw. This is a training program focusing on problems identified in DPM-Step I observation. The Center plans to train four DPM observers for Baker College.

The Management Specialists provide compliance training and safety reviews to company safety directors and other management personnel. This year, the Lower Peninsula Management Specialist provided safety reviews for 168 managers and safety personnel and provided general compliance training for 917 people. The Upper Peninsula Management Specialist provided safety reviews for 72 managers and safety personnel and provided general compliance training for 633 people.

The Truck Safety Hot Line assists callers with answers to questions about safety, education, available programs and motor carrier rules and regulations. This past year, 11,564 calls were received on the Hot Line for an average of 964 per month.

The Periodic Inspection Training Course is a three-day class that provides training to maintenance staff, enabling them to meet the federal requirements for performing periodic inspections. During FY02, 109 people completed the program.

The National Safety Council's Professional Truck Driver program was available through interactive video but has been changed to classroom training. This past year, 17 drivers completed the Professional Truck Driver Interactive Video training.

For FY02, the Center added an interactive Fatigue Awareness program on-line. Ten people completed the program.

A new training initiative for FY01 was the Load Securement program. Center staff adapted a Canadian program to meet the needs of Michigan log haulers and other drivers who needed further instruction in securement practices. The Center had 76 people complete this training in FY02.

Center staff also produced a 21-minute inspection video for commercial motor carriers. By the end of the fiscal year, they had received 432 requests for 654 copies of the video from Michigan carriers alone. Partnering with a larger organization, such as CVSA, has been discussed for possible national distribution of the video.



Additionally, Center staff not already cited above provided general compliance/safety training for 2,308 people during the year.

The Center also formed and participated on a committee to research Michigan's truck parking needs as detailed under the research section of this report.

The Center also provides national and industry perspectives of truck driver training concerns and needs by maintaining contact with a variety of national motor carrier safety organizations. Frequent contact is made with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (USDOT FMCSA), the Commercial Vehicle Safety Alliance (CVSA) and the American Trucking Association (ATA).

The Center is also partnering with other organizations, such as the Michigan Landscape and Nursery Association, to spread the safety message.

Work continued on the "Let's Share the Road" program for high school driver education students. Center staff attended the Michigan Driver & Traffic Safety Education Association (MDTSEA) annual conference, advertised in the MDTSEA newsletter and networked with association members to distribute the video and brochures.

Additionally, the Center continued to distribute a video and booklet to help older drivers understand how to drive more safely around trucks.

### **"LET'S SHARE THE ROAD"**

For this year, the public information and education program included production of a new PSA featuring NASCAR driver Dale Jarrett, which aired at least 373 times around the state. Radio commercials were also created for stations along the I-75 corridor. Bus advertising was purchased on 100 buses in the Detroit and Flint area, and print PSAs were used 172 times. Additionally, media relations yielded 94 interviews and news stories, and a press conference was held in Grand Rapids before the July 4 weekend, in conjunction with a high school driver education course.

## **OTHER PUBLIC INFORMATION AND EDUCATION PROGRAMS**

This year, two Truck Driver Appreciation Days were held in August. Center staff hosted Appreciation Days in Woodhaven and Grand Ledge. At the Grand Ledge event, a reduced rate was received to distribute sandwiches and soft drinks. The Center had good attendance and high name recognition at this event. In Woodhaven, coupons were provided for a free lunch at the on-site restaurant.

The Commission and the Center held a Truck Driver Open Forum in conjunction with the MTA Truck Driving Championship in June 2002. A new interactive format was provided. Almost 100 drivers attended, providing feedback to the Commission, including interest in seeing the forums continue.

Center staff worked with CSX Transportation, Operation Lifesaver and local emergency personnel to host a mock truck/train crash in September. An Operation Lifesaver "Train the Trainer" program was also provided for trucking officials. Almost 30 people attended the training, and three television stations and the Michigan Radio Network covered the mock crash.

Center staff also attended events such as the Upper Peninsula State Fair, the Annual Logging Congress and other venues where they handed out large quantities of safety and educational materials to both commercial drivers and the public.

A new brochure for owners and drivers of small commercial vehicles was developed and printed in FY02. This brochure will help people operating these vehicles to better understand which rules and regulations apply to them.

The Center newsletter was published and distributed to more than 10,000 companies and individuals quarterly. However, it will be converted to a Web-only format for FY03. Additionally, post cards were sent to the mailing list promoting a joint symposium with the Michigan Trucking Association in FY03.

This year, the Center initiated a marketing program. Three postcards and a self-mailer were sent to 1,000 people from both the Federal Motor Carrier Safety Administration's and the Center's mailing lists. Focus groups were also held and the Center changed the text in its publications based on these findings.

A nutrition program was also developed for truck drivers. Four articles were written for the Center newsletter, and a handout was produced.

Michigan's schools and the motoring public were served by the Michigan Road Team. Over 2,640 students learned car and truck safety in 16 school districts around the state. Team members also participated in several different events, including Wayne State University's Driver Education Instructor Training and driver education training with A&A Driving School-Plymouth. The Road Team also spoke to a variety of print and television media regarding issues such as car and truck safety over the holidays and road conditions. The Road Team now has six active drivers.

## **RESEARCH & PLANNING**

Activities of the Research Sub-Committee for FY02 were directed to the completion of two studies initiated in the preceding year.

An analysis of a sample of Citations issued to CDL holders by OMC officers was conducted. The purpose of this study was to determine how many of these citations resulted in convictions recorded on the cited driver's record. The objective of this analysis was to determine whether the use of the driver record to identify repeat offenders, or drivers that might be candidates for one or more of the MTSC sponsored training programs, was feasible.

From the sample of 100 citations, 61 were issued to drivers with a Michigan CDL. However, 11 of the driver's license numbers did not match with the driver records maintained by the Secretary of State. Of the 50 matches, 31 (62%) were convicted of the citation issued, and 19 (38%) were not convicted. The probability of a citation resulting in a conviction was clearly dependent on the violation. Nineteen of the 25 citations for speeding resulted in a conviction, while there was only one of ten seat belt violations that resulted in a conviction. There was one citation for driving on a suspended license, one for disobeying a traffic signal and one for driving without a CDL that did not result in a conviction.

The results of this study were presented to the Commission at the July meeting.

The second study involved two phases; a survey of public and private truck parking spaces available on select corridors along interstate highways in Michigan, and a survey of drivers to determine whether real time information on parking space availability is desirable.

The results of the first phase confirmed the results of the study conducted by SAIC for the U.S. Department of Transportation, that statewide there is a surplus of truck parking spaces. However, there are at least 8 corridors where the projected demand exceeds the supply, resulting in drivers parking on the ramps or shoulders near the public rest areas and interchanges. This is consistent with past studies showing the parking spaces to be fully occupied during critical hours.

A survey of truck drivers was conducted at three private truck stops along corridors where these shortages exist. The results of this survey indicated that:

- 49% of the drivers reported that the parking lots are often full when they are looking for a place to rest. This percentage was as high as 67% along I-94.
- 88% of the drivers stated they would like additional information on space availability prior to reaching the interchange.
- Roadside message boards, a CB channel and a telephone hot line were the three methods most frequently cited as a desirable means of obtaining this information.

The results of these studies were presented to the Commission at the September meeting, and a meeting with the advisory committee for this project is planned for FY03.

## **ENFORCEMENT**

This year's grant had three different Special Transportation Enforcement Team (STET) objectives. The first objective was the standard STET operation mandated by the MTSC statute. The second was holiday/Sunday overtime, and the third, new for this year, was STET overtime. The statistics for each of these objectives is included at the end of this document.

Part of the grant requires each district commander to develop appropriate evaluation tools for the STET operations. The Division has had difficulty in developing these measures, so this year's grant also included an objective to hire a consultant to train MCD supervisors in appropriate performance measurement.

Eastern Michigan University was selected as the vendor. The project director, Dr. Jeffrey Bernstein, has met with various MCD supervisors to discuss the scope of this project, and to familiarize himself with MCD's operations and STETs. An outline of the training to be conducted was discussed, as well as a schedule for visiting STET operations. Dr. Bernstein visited four different STET operations in different districts, and met with district supervision to discuss their operations. Two training sessions to develop evaluation tools have been scheduled for February and March 2003. Attendance will be mandatory for all MCD supervisory personnel. This project will be completed during fiscal year 2003.

#### Education

The Division continues to produce and publish the *CMV Enforcement Quarterly*; a publication distributed to all law enforcement agencies, prosecutors' offices, and district court magistrates. Approximately 1,200-1,500 copies of each edition were published and mailed. The *Quarterly* has also been added to MCD's web site.

A survey was conducted during the fourth quarter of the grant year. MCD/HQ received 15 responses, a response rate of 1%.

The first question asked if the reader was more confident in dealing with CMV enforcement issues by reading the *Quarterly*. The respondent was asked to circle "VERY," "USUALLY," "SOMEWHAT," or "NOT AT ALL." Four respondents circled "VERY," eight circled "USUALLY," three circled "SOMEWHAT," and no one circled "NOT AT ALL."

The next five questions asked the reader to rate each category of the *Quarterly*, with 5 being excellent and 1 being poor. Below are the responses for each scale:

<b>Category</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>
Captain's Corner	8	5	2	0	0
Size and Weight	6	8	1	0	0
Inspections	6	7	1	1	0
Vehicle Code	6	5	1	1	1
Reminder Box	5	7	1	1	0

The questionnaire also requested suggestions and comments, or topics for future editions. The suggestions and topics received will be incorporated into future editions of the *Quarterly*.

The Division also conducted three sessions of each Awareness class it offers, Basic Awareness, Advanced Awareness, and CMV Adjudication. A total of 190 participants attended the class.

During the fourth quarter, a survey was conducted of all the attendees and a sample pool of law enforcement officers and court personnel who did not attend one of the classes. The purpose of the survey to non-attendees was to have a blind sample group for comparison. The questions on the survey were taken from the training materials and were formatted as test questions.

#### Awareness Classes

Attendees of both Awareness classes were sent the same evaluation tool. Of the 132 surveys sent to attendees, the Motor Carrier Division received 21 responses, a response rate of 16%. Of the 90 surveys sent to non-attendees, the Motor Carrier Division received 13 responses, a response rate of 14%.

The chart below indicates the percentage of correct responses to each of the five questions on the survey form:

	#1	#2	#3	#4	#5
<b>Attendees</b>	66%	48%	95%	86%	76%
<b>Non-attendees</b>	31%	38%	54%	46%	77%

#### Adjudication Class

Of the 58 surveys sent to attendees, the Motor Carrier Division received 19 responses, a response rate of 33%. Of the 100 surveys sent to non-attendees, the Motor Carrier Division received 24 responses, a response rate of 24%.

The chart below indicates the percentage of correct responses to each of the five questions on the survey form:

	#1	#2	#3	#4	#5
<b>Attendees</b>	53%	74%	53%	95%	84%
<b>Non-attendees</b>	38%	63%	33%	54%	87%

As the attendees scored significantly higher than non-attendees on every question except #5, it is clear that the training was successful. The attendees retained the material presented, as the survey was conducted several months after the first class was presented.

### Additional Objectives

This year's grant also provided funding to purchase prizes for the first annual "Award for Excellence in Commercial Vehicle Safety," conducted by the Michigan Association of Chiefs of Police (MACP).

The prizes were presented at MACP's Mid-Winter Conference in Grand Rapids on February 14, 2002. The award was broken down into categories by agency size, with separate categories for Sheriff Departments and MSP posts. Below are the name of the agencies receiving awards and the prize that they selected:

<b>Agency</b>	<b>Prize Selected</b>
Dearborn PD	1 set of portable scales
Saline PD	1 set of portable scales
MSP/Adrian Post	1 laser and 2 radar units

The grant also provided funding for MCD to purchase 20 laptop computers for use by MCD personnel during STET operations. The laptops were ordered, received, and have been programmed and distributed to field personnel.

Last, the grant included an objective to purchase eight infrared brake inspection devices to use as screening tools to identify defective brakes on commercial vehicles. The infrared cameras have been received and distributed to the districts. In addition, the vendor provided a one-day training program, including lecture and a hands-on demonstration at the Fowlerville Scales, to 22 officers.

### **Appendix-STET Statistics**

	<b>Regular STETs</b>	<b>Holiday/Sunday STETs</b>	<b>Overtime STETs</b>	<b>Total</b>
Number of Operations Conducted	188	42	90	320
Miles Patrolled	196,084	21,013	36,445	253,542
Hours Worked	14,927	1,370	2,525	18,822
Total Vehicle Stops	8,166	1,177	2,518	11,861
Safety Inspections	6,011	895	1,366	8,272
Verbal Warnings	5,229	664	1,339	7,232
Total Citations	7,077	992	2,247	10,316
Log Book	575	119	203	897
Speeding	2,278	445	870	3,593
CDL	91	10	29	130
Seat Belt	297	87	276	660
Medical Card	273	30	100	403
Unqualified Driver	155	15	21	191

## **FUTURE MTSC ACTIVITIES**

As the Commission approaches FY03, several new activities are planned:

- Participation with MTA in a truck trade show/truck safety symposium to be held February 2003
- Creation of a listserve for recipients of the Center's newsletter
- Continued focus on evaluating DPM and DPM – Step II
- Examining future revenue projections



<p><i>Establishment of the Truck Safety Fund and Michigan Truck Safety Commission</i></p>
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Public Act 348 of 1988  
Section 247.675 of the Michigan Compiled Laws

Sec. 25. (1) The truck safety fund is established and shall be maintained in the state treasury. The truck safety fund shall be administered by the office of highway safety planning within the department of state police.

(2) The Michigan truck safety commission is established in the office of highway safety planning within the department of state police. The commission shall control the expenditures of the truck safety fund. The commission shall consist of the following members:

(a) A member of the state transportation commission, or his or her authorized representative who is a member of the state transportation commission.

(b) The director of the office of highway safety planning, within the department of state police.

(c) The secretary of state.

(d) The commanding officer of the motor carrier division within the department of state police.

(e) Seven individuals appointed by the governor with the advice and consent of the senate as follows:

(i) One individual representing Michigan community colleges.

(ii) One individual representing 4-year colleges or universities.

(iii) One individual representing the Michigan trucking association.

(iv) One individual representing private motor carriers.

(v) One individual representing organized labor.

(vi) Two individuals representing the general public.

(3) The appointed members of the Michigan truck safety commission shall be appointed for 2-year terms. The chairperson of the Michigan truck safety commission shall be elected by a majority of the members serving on the Michigan truck safety commission. A vacancy shall be filled for the balance of the unexpired term in the same manner as the original appointment. The business which the Michigan truck safety commission shall perform shall be conducted at a quarterly meeting held in compliance with the open meetings act, Act No. 267 of the Public Acts of 1976, being sections 15.261 to 15.275 of the Michigan Compiled Laws. Public notice of the meeting shall be given in the manner required under Act No. 267 of

the Public Acts of 1976. A majority of the commission members serving shall be required to constitute a quorum.

(4) The truck safety fund shall be expended in the following order of priority and in the following manner:

(a) Not more than 5% but not more than \$100,000.00 of the money deposited in the truck safety fund shall be expended for the fund's administrative expenses. The office of highway safety planning may employ not more than 2 persons to assist in the administration of the fund.

(b) Not less than 30%, but not less than \$1,000,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the following purposes:

(i) Establishing truck driver safety education programs.

(ii) Encouraging, coordinating, and administering grants for research and demonstration projects to develop the application of new ideas and concepts in truck driver safety education as applied to state, as opposed to nationwide, problems.

(iii) Applying for, receiving, and accepting any grant, gift, contribution, loan, or other assistance in the form of money, property, labor, and any other form from a public or private source for the enhancement of truck driver safety education, including matching funds and other assistance from an agency or instrumentality of the United States and doing each thing as is necessary to apply for, receive, and administer that assistance in accordance with the laws of this state.

(c) Not less than \$750,000.00 of the balance of the money deposited in the truck safety fund shall be expended for the establishment of special transportation enforcement team operations within the motor carrier division of the department of state police and any expenses incurred by the special transportation enforcement team including, but not limited to, required equipment. The motor carrier division of the department of state police shall submit an annual report of the activities of the special transportation enforcement team operations and expenditures of the fund for those operations provided by this subdivision.

(d) The balance of the money deposited in the truck safety fund, if any, shall be expended for the following purposes:

(i) Investigating, performing data collection and analysis, and making recommendations on truck accidents within this state.

(ii) Investigating and making recommendations on the truck safety enforcement procedures of local law enforcement agencies.

(iii) Performing other functions considered necessary by the Michigan truck safety commission for the enhancement of truck and truck driver safety within this state.

(5) The commission shall make an annual report to the chairpersons of the house transportation and senate state affairs, tourism, and transportation committees on the status of the fund. The report shall be submitted within 45 days after the end of the fiscal year and shall include the year and balance of the fund and the disbursements made from the fund during the previous fiscal year.

<p style="text-align: center;">TRUCK SAFETY FUND <i>Statement of Changes in Fund Balance</i> For the Period Ended September 30, 2002</p>
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	Year Ended 9/30/01	Year Ended 9/30/02
<b>Revenues</b>		
Truck Registration Fees (see Note B) .....	\$1,365,135	\$1,813,805
Variable Interstate Fees .....	968,955	741,748
Total .....	\$2,334,090	\$2,555,548
<b>Expenditures</b>		
Education Programs .....	\$1,445,881	\$2,236,193
Enforcement .....	861,622	1,479,981
Administration .....	74,370	90,631
Total .....	\$2,381,873	\$3,806,805
<b>Excess of Revenues Over Expenditures</b> .....	(\$47,783)	(\$1,251,257)
<b>Beginning Fund Balance</b>		
Reserved (see Note C) .....	\$000	\$000
Unreserved .....	2,906,971	2,859,188
Total .....	\$2,906,971	\$2,859,188
<b>Ending Fund Balance</b>		
Reserved (see Note C) .....	\$000	\$000
Unreserved (see Note B) .....	2,859,188	1,607,931
Total .....	\$2,859,188	\$1,607,931

**NOTE A: Summary of Significant Accounting Policies**

Method of Accounting - The Truck Safety Fund is recorded using the modified accrual basis of accounting. Fund revenues are recorded when they are collected. Fund expenditures are recorded in the year expended.

The State of Michigan year-end close takes place after the report date. This may cause a variance with reported costs.

**NOTE B: Reserve for Encumbrances**

Public Act 348 of 1988, Section 25, mandates that not less than \$1,000,000 of the money deposited in the Truck Safety Fund annually shall be expended for truck driver safety education. These funds are reserved for pending and proposed truck driver safety projects, and will be carried forward to the state fiscal year ending September 30, 2003 (FY03), as follows:

Carry forward balance for Education from FY01 .....	\$000
Mandated FY02 Truck Driver Safety Education money .....	<u>1,000,000</u>
Total Truck Driver Safety funds available .....	\$1,000,000
 Less: Truck Driver Safety Education funds expended in FY02 .....	 \$2,263,193
Carry forward to FY03 for Education .....	\$0

**Funding Sources for the Truck Safety Fund**

- \$15.00 of the registration fee collected by the Michigan Department of State on most large trucks (Public Act 346 of 1988, Section 257.801 of the Michigan Compiled Laws)
- Interstate registration fees collected by the Michigan Department of Commerce (Public Act 347 of 1988, Section 478.7 of the Michigan Compiled Laws)